

Additional Federal STP/CMAQ Funding – Cycle 1 Augmentation Proposal for Discussion - 2/22/05

Background

MTC anticipates an additional \$105 million in programming capacity for FY 2004-05 based on recent apportionment notices and additional Obligation Authority (OA) captured by advancing projects from FY 2004-05 and FY 2005-06 into FY 2003-04. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07.

- **OA Capture:** A significant portion of this additional capacity is a result of the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines, thus allowing the region to capture additional OA in FY 2003-04 from other regions in the state. This OA does not have to be repaid, in part due to the higher than expected apportionment level received for FY 2003-04.
- **Unprogrammed Balance:** A lesser portion of this programming capacity is from capacity realized by not programming to the full apportionment estimates for First and Second Cycles.

The combination of these two factors, as shown in the table below, provides approximately \$105 million in additional funding capacity.

Funding Source (in millions of \$)

	1st Cycle	2nd Cycle	Total
OA Capture (Advancement)	66	19	85
Uncommitted Balance (over first and second cycle programming policies)	19	1	20
Total:	\$85	\$20	\$105

Funding Objectives

The proposal directs the newly available programming increment of \$105 million to address near-term transportation needs, and is guided by the following objectives. A primary objective, however, is to direct the funds to 'ready-to-go' projects given the requirement that funds be obligated this fiscal year and the goal of expediting the benefit of transportation improvements to the traveling public

1. Address Transportation 2030 Commitments. The supplemental funding should be used to advance those programs that are lagging behind Transportation 2030 commitments based on First and Second Cycle programming. Considering funding trends and commitments made to date, the transit and local road shortfalls are prime targets of this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. The dire financial situation at the State level has significantly constrained funding opportunities, particularly for projects that are funded through the STIP. This funding provides an opportunity to minimize the delays for critical STIP projects of regional significance. To expedite benefits to the public, the supplementary funding plan focuses on projects that are able to award construction contracts in FY 2004-05 and have all other necessary funding in place.
3. System Management. In both the short-term and long-term, the limited ability to expand system capacity makes it essential that the existing capacity be managed and utilized as efficiently as possible. Investments in system management will begin to implement the Calls to Action in Transportation 2030.

Proposal

Considering the funding objectives set forth above, MTC staff is proposing to direct the supplemental \$105 million of STP/CMAQ to a package of investments to address rehabilitation needs, system management needs and strategic expansion needs as summarized in the table below.

Summary of Funding Approach

Funding Category	Million \$	%
Strategic Expansion (STIP Backfill)	\$55.0	52%
Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
Transit Rehabilitation Shortfall	\$22.5	21%
System Management – Respond to Calls for Action	\$5.5	5%
Total	\$105.5	100%

The specifics of the eligible projects and distribution methodology is briefly described below and illustrated in Attachments A through D.

- **Strategic Expansion (STIP Backfill):** Directs \$55 million in funding to STIP projects that are ready to go to construction in FY2004-05 and have remainder of funding committed. Does not substitute for ITIP funds. Requires sponsors to have 40% match. Must have federal authorization to proceed (E-76) by August 1st 2005. (**Attachment A**)
- **Local Streets and Road Rehabilitation:** Directs \$22.5 million in funding to Local Streets and Road rehabilitation. Distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. (**Attachment B**)
- **Transit Rehabilitation:** \$22.5 million is proposed to meet the transit shortfall. Because the funds are directed to ready-to-go projects, the proposed distribution is to score 16 needs that were not met in FY 2004-05 because of funding caps or adjustments to the FTA appropriations. (**Attachment C**)
- **System Management:** \$5.5 million would fund system management projects that address T2030 calls to action and are ready to go to construction. (**Attachment D**)

Schedule and Next Steps

As noted at the outset, this supplementary funding is available as a result of the Bay Area's strong delivery record. In order to ensure that the funds are not lost due to not meeting the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

March 9, 2005	Finance Working Group review
March 21, 2005	Joint Partnership Board/Partnership Technical Advisory Committee review
April 9, 2005	Presentation to PAC of Proposed Program
April 27, 2005	Commission Approval of Program
April 28, 2005	Executive Director approval of Administrative TIP Amendment
June 22, 2005	Commission Approval of formal TIP Amendment
July 1, 2005	Deadline for Submittal of Obligation/Transfer Requests to Caltrans
August 1, 2005	Obligation Deadline (E-76 approval)

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
STIP Projects at Risk due to State Transportation Funding Shortfall
Critical State Funded Projects Ready to Go to Construction by June 2007 - Pending STIP/TCRP Allocations for Construction
February 25, 2005

Tier 1 - FFY 2004-05			RTIP	ITIP	TOTAL	TCRP	Total State	RTL/	Project Cost	Shortfall
County	Implementing Agency	Critical Projects Ready to Award in FFY 2004-05	(Const.)	(Const.)	STIP (Const.)	(Const.)	Funding at Risk	E-76 Date	at Delivery	(Additional Funding Needed)
Contra Costa	Caltrans	I-80 WB HOV from SR 4 to Carquinez Bridge	5,305,000	24,384,000	29,689,000		29,689,000	11/26/03	33,500,000	
Sonoma	Caltrans	U.S. 101 HOV - Steele Lane to SR 12	36,393,000	14,704,000	51,097,000	6,000,000	57,097,000	9/1/04	82,500,000	11,054,000
Sonoma	Caltrans	U.S. 101 Steele Lane Interchange	13,759,000		13,759,000		13,759,000	2/15/05	14,950,000	
Marin	Caltrans	U.S.101 HOV Gap Closure (Central San Rafael) *	35,416,000		35,416,000		35,416,000	7/1/05	39,843,000	
San Mateo	Half Moon Bay	SR 92 - Half Moon Bay Widening	3,843,000		3,843,000		3,843,000	7/1/05	20,436,000	
Alameda	Caltrans	I-238 Widening from I-580 to I-880	29,059,000		29,059,000		29,059,000	8/1/05	125,940,000	
Contra Costa	Caltrans	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000		9,172,000		9,172,000	8/1/05	22,822,000	
Total			132,947,000	39,088,000	172,035,000	6,000,000	178,035,000		339,991,000	11,054,000

Total Shaded Projects: 91,249,000
60% of Shaded Projects: 54,749,400

Tier 2 - FFY 2005-06			RTIP	ITIP	TOTAL	TCRP	Total State	RTL/	Total Project	Shortfall
County	Implementing Agency	Critical Projects Ready to Award in FFY 2005-06	(Const.)	(Const.)	STIP (Const.)	(Const.)	Funding at Risk	E-76 Date	Cost at Delivery	(Additional Funding Needed)
San Mateo	Caltrans	U.S. 101 Aux Lanes - 3rd to Millbrae	28,495,000	15,468,000	43,963,000		43,963,000	1/1/06	89,178,000	
Santa Clara	Santa Clara VT/SR 152/156 Interchange		6,140,000	5,310,000	11,450,000		11,450,000	4/1/06	28,468,000	1,218,000
Marin	Caltrans	U.S.101 HOV Gap Closure (Puerto Suello)	7,473,000		7,473,000	12,249,000	19,722,000	7/1/06		
Alameda/Santa Clara	Caltrans	I-680 Sunol Grade SB HOV Lanes	15,554,000	21,770,000	37,324,000		37,324,000	8/1/06	49,000,000	3,000,000
Total			57,662,000	42,548,000	100,210,000	12,249,000	112,459,000		166,646,000	4,218,000

Tier 3 - FFY 2006-07			RTIP	ITIP	TOTAL	TCRP	Total State	RTL/	Total Project	Shortfall
County	Implementing Agency	Critical Projects Ready to Award in FY 2006-07	(Const.)	(Const.)	STIP (Const.)	(Const.)	Funding at Risk	E-76 Date	Cost at Delivery	(Additional Funding Needed)
Solano	Vallejo	Vallejo Ferry Terminal Intermodal Station	6,100,000		6,100,000		6,100,000	3/1/07	67,082,000	
Contra Costa	Caltrans	SR 4 Loveridge to Somersville	20,035,000		20,035,000	14,000,000	34,035,000	6/1/07	77,435,000	
Solano	Solano TA	Jepson Parkway	3,610,000		3,610,000		3,610,000	6/1/07		
Solano	CCJPA	Capital Corridor Improvements	3,125,000	1,060,000	4,185,000		4,185,000	6/1/07		
Total			32,870,000	1,060,000	33,930,000	14,000,000	47,930,000		144,517,000	0

Total of Ready to Award Critical Projects in All Three Fiscal Years	223,479,000	82,696,000	306,175,000	32,249,000	338,424,000	651,154,000	15,272,000
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Shaded Projects Proposed for Funding

Costs are for Construction Only - Including Construction Engineering

* Includes Grandfathered Construction Engineering

J:\PROJECT\Funding\SAFETEA\Interim Funding\Project Lists - STIP Backfill - LS&R - Sys Mgmt 02-23-05.xls\Attach A-1 Critical Projects

**TEA-21 Reauthorization - Cycle 1 Augmentation
Critical Project List - Funding Contributions
February 25, 2005**

		STIP Funding	60% STP/CMAQ	40% Sponsor	10% Sponsor Contingency	Sponsor Total	Total
60%							
SON	U.S. 101 Steele Lane Interchange	13,759,000	8,255,400	5,503,600	1,375,900	6,879,500	15,134,900
MRN	U.S.101 HOV Gap Closure (segments 2,3,4)	35,416,000	21,249,600	14,166,400	3,541,600	17,708,000	38,957,600
SM	SR 92 Half Moon Bay Widening	3,843,000	2,305,800	1,537,200	384,300	1,921,500	4,227,300
ALA	I-238 Widening from I-580 to I-880	29,059,000	17,435,400	11,623,600	2,905,900	14,529,500	31,964,900
CC	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000	5,503,200	3,668,800	917,200	4,586,000	10,089,200
Total:		91,249,000	54,749,400	36,499,600	9,124,900	45,624,500	100,373,900

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Shortfall - LS&R Rehabilitation
February 25, 2005

County	Current LS&R Formula		Proposed STP Distribution 50-50 Migration		Revised LS&R Formula	
	Shortfall (% Share)	Shortfall (\$ Amount)	Shortfall (% Share)	Shortfall (\$ Amount)	Shortfall (% Share)	Shortfall (\$ Amount)
Alameda	10.0%	\$2,250,000	13.5%	\$3,000,000	17.0%	\$3,825,000
Contra Costa	11.0%	\$2,475,000	12.5%	\$2,800,000	14.0%	\$3,150,000
Marin	6.0%	\$1,350,000	5.5%	\$1,200,000	5.0%	\$1,125,000
Napa	6.0%	\$1,350,000	4.5%	\$1,000,000	3.0%	\$675,000
San Francisco	9.0%	\$2,025,000	9.5%	\$2,100,000	10.0%	\$2,250,000
San Mateo	7.0%	\$1,575,000	8.0%	\$1,800,000	9.0%	\$2,025,000
Santa Clara	28.0%	\$6,300,000	25.5%	\$5,700,000	23.0%	\$5,175,000
Solano	3.0%	\$675,000	5.5%	\$1,200,000	8.0%	\$1,800,000
Sonoma	20.0%	\$4,500,000	15.5%	\$3,500,000	11.0%	\$2,475,000
Total	100.0%	\$22,500,000	100.0%	\$22,500,000	100.0%	\$22,500,000

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Shortfall - Transit Rehabilitation
February 25, 2005

Transit Rehabilitation Recommendation: Fund balance of FY 2004-05 Score 16 Need (Lift Caps and Eliminate Shortfall)

Operator	Project	FY 2004-05 Score 16 Appropriation Shortfall	Lift Caps on FY 2004-05 Score 16 Capital Requests	Total Score 16 Near-Term Need	% of Total	Proposed STP Cycle 1 Supplemental Funding
BART	Track Rehab		300,000	300,000	0.19%	
BART	Train Control		39,236,718	39,236,718	24.47%	
BART	Traction Power		9,716,883	9,716,883	6.06%	
			Sub-total BART	49,253,601	30.72%	6,911,496
Caltrain	Track Rehab		58,389,658	58,389,658	36.42%	
Caltrain	VRE Car Replacement	192,884	5,875,500	6,068,384	3.78%	
Caltrain	Signal System Rehab		1,068,682	1,068,682	0.67%	
Caltrain	Fare Equipment	575,190		575,190	0.36%	
			Sub-total Caltrain	66,101,914	41.23%	9,275,731
GGBHTD	Ferry Fixed Guideway Connectors		944,621	944,621	0.59%	
GGBHTD	Ferry Major Components		309,217	309,217	0.19%	
GGBHTD	Ferry Replacement		4,160,000	4,160,000	2.59%	
			Sub-total GGBHTD	5,413,838	3.38%	759,695
Muni	Motor coach repl 455 - 51 40' new flyers w/alt fuels		6,940,258	6,940,258	4.33%	
Muni	Repl 20 1990 30' orions w/20 40' alt fuels coaches		3,009,412	3,009,412	1.88%	
Muni	Repl 25 30' Orions w/25 30' alternate fuels vehicles		10,762,308	10,762,308	6.71%	
Muni	Historical vehicle rehab		8,394,657	8,394,657	5.24%	
Muni	Trolley Overhead		5,580,864	5,580,864	3.48%	
Muni	Track Rehab		0	0	0.00%	
Muni	Trolley Coach Replacement		0	0	0.00%	
Muni	Wayside Fare Collection		4,885,562	4,885,562	3.05%	
			Sub-total Muni	39,573,060	24.68%	5,553,078
			Grand Total	160,342,413	100.00%	22,500,000

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
High Priority Freeway Management Investments
February 25, 2005

Phase 1 Projects	Lead Agency	Cost (\$M)	Project Type
SB Marin 101 CMS	Caltrans	\$0.15	construct
CCTV Cameras on SCI-237, add to EA 04-151341	Caltrans	\$0.30	construct
SV-ITS – add 10 CCTV along Fwy, and C2C Comm. Equipment	San Jose	\$1.00	construct
SFgo C2C, including s/w and comm. equipment	SF	\$0.50	construct
Expand 511 Driving Times data collection (Phase III)	MTC	\$1.00	construct
California Vehicle-Infrastructure Integration (VII) testbed.	Caltrans/MTC	\$1.50	construct
TMC - 511 Interface	MTC	\$1.00	construct
subtotal		\$5.45	